

**Department of Transportation Services (DTS)  
Transportation Mobility Division Title VI Program  
Service Equity Analysis Report  
Route 53 Pacific Palisades (weekend service)**

**Introduction**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. DTS' 2019 Public Transit Title VI Program identifies the policies and procedures used to determine whether service change proposals are considered "major" and to evaluate the impact of major service changes on minority and low income populations.

Based on the following criteria, the proposal to eliminate the portion of Route 53 west of Acacia Road does not meet the criteria for a "major" service change, and therefore, did not trigger the requirement for a Service Equity Analysis.

"Eliminating route segments when the affected ridership of the eliminated segment exceeds 10% of the route's total ridership."

Annual ridership FY 2019:

Route 53 (weekends):	681,179
Eliminated segment:	48,308
Affected ridership:	7.1%

**Proposed Changes**

Route 53 operates weekday trunk service between Pearl City/Pacific Palisades and Honolulu/Ala Moana Center; and weekend circulator service within Pearl City connecting Pacific Palisades and the Pearl Highlands area along Kamehameha Highway via Waimano Home Road.

The weekend circulator route currently utilizes westbound/eastbound Kamehameha Highway to turn around and layover along the Home Depot frontage. Due to the commercial/retail uses developed over the years along Kuala Street, and the recent relocation of Foodland Market from Waimano Home Road to Kuala Street, weekend service for Route 53 will be restructured to service Kuala Street and utilize the Pearl City Bus Facility for the turn-around/layover location.

There is no change to weekday trunk service between Pearl City/Pacific Palisades and Honolulu/Ala Moana Center.

**Public Outreach Activities**

Public information and participation are important components when planning service changes. Riders are encouraged to provide comments and suggestions via email, phone call, voicemail, and the website portal. Point of contact information is provided on all notifications to provide the public with various options to voice their comments. To elicit feedback on the proposed changes, the following outreach methods are utilized.

- Notification email and copies of Rider Notices to Honolulu City Council Members whose districts are affected by the proposals and the Transportation Committee Chair.
- Notification email and copies of Rider Notices to the Neighborhood Boards affected by the proposals. (Presentation to be made upon request)
- Onboard in-person interaction with riders to determine the preference that best fits the needs of the majority of riders.
- Media Notifications by DTS Public Information Specialist. (i.e. Press Release, Twitter, Instagram).
- Rider Notices posted at affected bus stops along affected routes.
- Onboard distribution of Rider Notices by bus operators of affected routes.
- Distribution of Rider Notices to selected developments, businesses, facilities, residents, etc. affected by the proposals.
- Notifications on TheBus.org website and linked to the DTS website.
- Notification email and copies of Rider Notices are provided to the Department of Human Services/Division of Vocational Rehabilitation/Hoopono Services for the Blind for distribution and are in a format on the website to use low sight features.
- Informational material on the website are available in a format to use the translation feature. Translation of notices into a required language(s) will be provided on request, unless the service area's neighborhood board/bus drivers indicate that translated notices are needed for the limited English population.